

**DIFFERENCES BETWEEN THE CURRENT TRAFFIC CALMING PROVISION IN THE CITY CODE AND
AMENDMENT TO THE PROVISION**

1. The amendment requires at new section 138-84 (b) that before any neighborhood petition is done, DPW must first conduct a traffic study at the request of the interested residents on a street segment. The traffic study will need to show that the street segment meets city traffic calming guidelines.
2. With respect to Section 138-84, the first part of subsection (c) (formerly “b”) dealing with petitioning requirements has been moved to subsection (d).
3. The word “shall” has been replaced with “may” in the last sentence of subsection 138-84 (c) to make it clear that the ultimate decision to install traffic control devices is left to DPW.
4. Petitioning requirement is no longer based on “front footage” but rather on the number of property owners requesting the installation [see Subsection 138-84 (d)].
5. Old subsection 138-84 (c) is deleted because it is already set out at section 138-85.
6. Section 138-85 is revised at subsection (4) to make it clear that the property owners will pay all costs associated with removal of speed humps if they decide that they want them removed.
7. The word “humps” has been replaced with the word “tables” where appropriate.
8. Subsection 138-84 (b) has been revised by inserting a provision that a traffic study may be valid for a period of up to three years.
9. Subsection 138-84 (c) requires that in addition to DPW notifying the Atlanta Police Dept. and Atlanta Fire and Rescue of the proposed traffic calming installation, utility companies and other companies holding franchise agreements with the city shall be contacted to determine whether any work is planned for the affected street segments.
10. Subsection 138-84 (d) reduces the petitioning requirement from 75% of residents to 67% of residents.
11. Subsection 138-84 (d)(4) has been revised that the petition shall inform all property owners that by signing the petition, they acknowledge that if the city does not have funds available to cover the installation costs of the traffic calming devices, the property owners agree that they will provide the necessary funding.
12. A new Subsection 138-84(e) provides that the petitioning process must be completed within 90 days. For good cause, the DPW commissioner can authorize one extension of 90 days.
13. Former subsection 138-84 (e) is now subsection 138-84 (f). A change has been made to allow for property owners to “fund” the cost of the traffic calming installation. Previously, it was provided that the property owners “could engage a private contractor” to do the installation. Now there are two options – use a private contractor or pay for the city to do the work.
14. Subsection 138-84 (g) is new. It allows property owners to opt for more expensive traffic calming measures. In doing so, however, the property owners must pay the difference in cost between installing speed tables and installing more expensive options.

15. Subsection 138-84 (h) is new. Upon the start of the petitioning process, DPW will install notification signs on the streets affected and will also give written notice to the NPU in which the petition area is located.
16. Subsection 138-84 (i) is new. It provides that once a favorable petition is submitted, the city will have two years to complete the installation. If the installation is not completed within two years, DPW will provide written notification to the resident petition coordinator and all residents located within the affected street segment that the approved traffic calming devices could not be installed and the reasons therefore. After two years, the original petition will be voided. The neighborhood would then have to start over if it still desired to have traffic calming installed through the submission of a new petition.
17. Section 138-85 has been revised to provide that the number of property owners that must approve a petition to remove speed humps has been reduced to 67%.